

2. Plaintiff AIM Leasing Company (hereinafter referred to as “Plaintiff AIM Leasing”), is a business corporation incorporated in the state of Ohio with an address of 1500 Trumbull Avenue, Girard, Trumbull County, Ohio 44420.

3. Plaintiff AIM Integrated Logistics, Inc. (hereinafter referred to as “Plaintiff AIM Integrated”) is a business corporation incorporated in the state of Ohio with an address of 1500 Trumbull Avenue, Girard, Trumbull County, Ohio 44420.

4. Defendant Douglas Singer (hereinafter referred to as “Defendant Singer” is an adult individual and citizen of the state of Florida, with a last known address of 366 Paradise Island Drive, De Funiak Springs, Walton County, Florida 32433.

5. Defendant Alberto Ramirez-Barvosa (hereinafter referred to as “Defendant Ramirez-Barvosa”) is an adult individual and citizen of the state of Texas, with a last known address of 3403 Dallis Drive, College Station, Brazos County, Texas 77845.

6. Defendant SPN Well Services, Inc. (hereinafter referred to as “Defendant SPN”) is a business corporation incorporated in the state of Texas with an address of 3333 North I-35, Building F, Gainesville, Cooke County, Texas 76240 (formally known as Texas CES, Inc., as well as trading and doing business as Mercer Well Service).

ALLEGATIONS OF JURISDICTION AND VENUE

7. Plaintiffs Richard and Pamela Fuller, AIM Leasing Company, and AIM Integrated Logistics, Inc. invoke the jurisdiction of this Court under 28 U.S.C. § 1332(a) and F.R.C.P. 8(a)(1) as this is a civil action between citizens of different states where the amount of controversy is in excess of \$75,000.00.

8. Venue lies in the Middle District of Pennsylvania under 28 U.S.C. § 1391 as the incident described herein occurred in the Middle District of Pennsylvania.

OPERATIVE FACTS

9. The facts and occurrences hereinafter related took place on Wednesday, October 18, 2017 at 3:13 p.m. on Interstate 180 (I-180) in West Delaware Township, Northumberland County, Pennsylvania.

10. I-180 is a limited access highway with a posted speed limit of 65 MPH and paved shoulders.

11. Plaintiff Richard Fuller was the operator of a 2017 International Harvester tractor, which was owned by Plaintiff AIM Leasing.

12. Defendant Singer was the operator of a 2012 Dodge Ram pickup truck.

13. Defendant Ramirez-Barvosa was the operator of a 2011 Slick 550 Workover Rig that was owned by Defendant SPN.

14. At the time of the accident, Plaintiff Richard Fuller was in the course and scope of his employment with Plaintiff AIM Integrated.

15. At the time of the accident, Defendant Singer was acting as an agent of Defendant SPN.

16. At the time of the accident, Defendant Ramirez-Barvosa was acting in the course and scope of his employment with Defendant SPN.

17. At the time of the accident, Plaintiff Richard Fuller was driving west in the right lane of I-180 and as he went over a slight incline on the roadway, came upon two vehicles that were unexpectedly stopped in the right travel lane near the 8th Street bridge overpass.

18. At that time and place, Defendant Ramirez-Barvosa was attempting to pass under the 8th Street bridge overpass in the oversized vehicle he was operating.

19. At that time and place, Defendant Singer was traveling behind Defendant Ramirez-Barvosa's oversized vehicle and acting as a pilot car for Defendant Ramirez-Barvosa.

20. It is believed, and therefore averred, that because of the size of Defendant Ramirez-Barvosa's oversized vehicle, he could not fit under the 8th Street bridge overpass, which was posted to accommodate only 14'-3" of vertical clearance.

21. Signs warning of the height clearance were posted well in advance of the bridge at 3 3/8 miles and again at 1/4 mile before the bridge to provide advance warning to all over height loads.

22. It is believed, and therefore averred, that Defendant Ramirez-Barvosa's oversized vehicle's height placard listed it at 14'-7".

23. It is believed, and therefore averred, that Defendant Singer's vehicle did not have flashing or revolving amber lights or a banner indicating an oversized load, which would give warning to anyone approaching behind him.

24. Plaintiff Richard Fuller attempted to stop and avoid a collision, but he had nowhere to maneuver on the roadway.

25. Plaintiff Richard Fuller collided with the rear of Defendant Singer's vehicle, the force of which caused Plaintiff Richard Fuller's truck to catch on fire as it came to its final rest.

26. At the time of the accident, Plaintiff Richard Fuller was utilizing his vehicle's lap and shoulder safety belt.

27. The accident was in no way caused or contributed to by Plaintiff Richard Fuller, and was caused solely by Defendants Singer, Ramirez-Barvosa, and SPN.

COUNT I - NEGLIGENCE
RICHARD and PAMELA FULLER v. DOUGLAS SINGER and SPN
WELL SERVICES, INC.

28. Paragraphs one (1) through twenty-seven (27) of this Complaint are incorporated herein by reference.

29. At the time of the accident, Defendant Singer was operating a 2012 Dodge Ram pick-up truck as a rear pilot vehicle for Defendant Ramirez-Barvosa as

Defendant Ramirez-Barvosa drove an oversized drill rig from Mercer County, Ohio to Tioga County, Pennsylvania.

30. As the pilot car for an oversized vehicle with a height that exceeded 14'-6", Defendant Singer had a duty to precede the oversize vehicle and to detect overhead obstructions using a height pole or other height-sensitizing device.

31. Defendant Singer had a duty to equip his vehicle with flashing or revolving amber lights and a yellow warning sign at least 5 feet wide by at least 1 foot high with the words "OVERSIZE LOAD" in black letters on both the front and rear of his vehicle.

32. Defendant Singer had neither the height pole nor the yellow warning sign, and he did not have any flashing lights on his vehicle at the time of the accident, all of which are required by Pennsylvania law for a rear pilot vehicle of an oversized vehicle with a height that exceeded 14'-6".

33. Because he was driving behind Defendant Ramirez-Barvosa instead of in front of him, and because he did not have a height pole to indicate overhead obstructions, Defendant Singer failed to meet his duty of warning Defendant Ramirez-Barvosa of the oncoming overhead obstruction so he could avoid damaging the bridge as well as safely pull from the travel lane of the highway to avoid being a hazard.

34. Because Defendant Singer did not warn Defendant Ramirez-Barvosa of the oncoming overhead obstruction, it was necessary for both Defendant Ramirez-Barvosa and Defendant Singer to stop suddenly and dangerously in front of the 8th Street bridge to avoid hitting it, placing them in direct traffic and leaving Plaintiff Richard Fuller no way to avoid a collision.

35. The accident at issue was initiated and legally caused by the negligence, carelessness, and recklessness of Defendant Singer, consisting of the following:

- a. Failure to have his vehicle under proper and adequate control;
- b. Operating a vehicle so as to create a dangerous situation for other vehicles on the Interstate highway;
- c. Suddenly stopping or slowing his vehicle so as to create an unexpected and dangerous condition for other drivers on an Interstate highway;
- d. Violating provisions of the Transportation Code of the Commonwealth of Pennsylvania, including:
 - i. § 179.10(13)(i)(C) – general conditions for pilot cars;
 - ii. § 179.10(13)(ii)(C) – operating requirements; and
 - iii. § 179.10(15)(ii) – general conditions for sign requirements; and
- e. Operating his vehicle upon the highway in a manner endangering persons and property in a reckless manner with careless disregard to the rights and safety of others and in violation of the Motor Vehicle Code of the Commonwealth of Pennsylvania.

36. As a direct result of the accident, Plaintiff Richard Fuller sustained painful and severe injuries that include, but are not limited to:

- a. Sternal fracture;

- b. Right sided rib fractures to ribs 2-9;
- c. Left sided rib fracture to rib 2;
- d. Abrasions;
- e. Lacerations;
- f. Ligamentous injury to C5-6;
- g. C5-C6 large left sided disc herniation;
- h. Injury to his right hip;
- i. Cervicalgia;
- j. Low back pain; and
- k. Radiculopathy, lumbar region,

as well as general shock to the nervous system.

37. Plaintiff Richard Fuller has been advised, and therefore avers, that the aforementioned injuries are/were serious and may be permanent in nature, and claim is made therefor.

38. As a direct and proximate result of the motor vehicle accident, Plaintiff Richard Fuller has incurred medical expenses for the injuries he has sustained, and may continue to incur medical expenses in the future, and claim is made therefor.

39. As a direct and proximate result of the injuries sustained in the motor vehicle accident, Plaintiff Richard Fuller has suffered loss of wages, and has

suffered an impairment of his future earning power and capacity, and claim is made therefor.

40. As a direct and proximate result of the injuries sustained in the motor vehicle accident, Plaintiff Richard Fuller has undergone, and may continue to undergo, great physical and mental suffering, great inconvenience in carrying out his daily activities, loss of life's pleasures and enjoyment, and claim is made therefor.

WHEREFORE, Plaintiffs Richard and Pamela Fuller respectfully request Your Honorable Court grant judgment in their favor and against the Defendants in an amount in excess of \$75,000.00.

COUNT II – NEGLIGENCE
RICHARD and PAMELA FULLER v. ALBERTO RAMIREZ-BARVOSA
and SPN WELL SERVICES, INC.

41. Paragraphs one (1) through forty (40) of this Complaint are incorporated herein by reference.

42. At the time of the accident, Defendant Ramirez-Barvosa was operating a 2011 Slick 550 Workover Rig with a height of 14'-7".

43. Defendant Ramirez-Barvosa received a Special Hauling Permit from the Pennsylvania Department of Transportation.

44. On the Special Hauling Permit application, Defendant Ramirez-Barvosa fraudulently listed his drill rig's total height as 14'-4". See Special Hauling Permit attached as **Exhibit A**.

45. Because he fraudulently reported his drill rig's total height as 14'-4", Defendant Ramirez-Barvosa was not required to complete a route survey and was given a route that required him to pass under a 14-3" bridge.

46. Had he correctly completed the permit, Defendant Ramirez-Barvosa would have been to have a pilot car proceed him.

47. Despite knowing his drill rig had a height of 14'-7", Defendant Ramirez-Barvosa ignored advance warning signs and was still attempting to pass under the 14'-3" 8th Street overpass bridge, but was unable to do so, causing him to, suddenly and without warning, come to a complete stop in the direct path of traffic traveling on an Interstate highway.

48. Defendant Ramirez-Barvosa failed to utilize the available paved shoulder where he could have safely stopped his oversized vehicle.

49. Because Defendant Ramirez-Barvosa stopped suddenly and without warning in the direct path of traffic at the entrance of the bridge, traffic behind him had nowhere to go, resulting in the subject accident.

50. The accident at issue was initiated and legally caused by the negligence, carelessness, and recklessness of Defendant Ramirez-Barvosa, consisting of the following:

- l. Failure to have his vehicle under proper and adequate control;
- m. Operating a vehicle so as to create a dangerous situation for other vehicles on the roadway;
- n. Suddenly stopping or slowing his vehicle so as to create a dangerous condition for other drivers on the roadway;
- o. Violating provisions of the Transportation Code of the Commonwealth of Pennsylvania, including § 179.8(3) – Information provided in [permit] applications shall be accurate; and
- p. Operating his vehicle upon the highway in a manner endangering persons and property in a reckless manner with careless disregard to the rights and safety of others and in violation of the Motor Vehicle Code of the Commonwealth of Pennsylvania, including § 4922 – Height of vehicles.

51. Paragraphs thirty-six (36) through forty (40) of the Plaintiffs' Complaint relating to injuries and damages suffered by Plaintiff Richard Fuller are incorporated herein by reference and made a part thereof as if set forth in full.

WHEREFORE, Plaintiffs Richard and Pamela Fuller respectfully request Your Honorable Court grant judgment in their favor and against the Defendants in an amount in excess of \$75,000.00.

COUNT III – RESPONDEAT SUPERIOR
RICHARD and PAMELA FULLER v. SPN WELL SERVICES, INC.

52. Paragraphs one (1) through fifty-one (51) of this Complaint are incorporated herein by reference.

53. At all relevant times, Defendant Singer was acting as a servant, agent, employee, and/or ostensible agent of Defendant SPN in the capacity of a pilot car driver for Defendant Ramirez-Barvosa.

54. At all relevant times, Defendant Ramirez-Barvosa was acting as a servant, agent, employee, and/or ostensible agent of Defendant SPN in the capacity of drill rig operator.

55. At all relevant times, both Defendant Singer and Defendant Ramirez-Barvosa were within the course and scope of their employment with Defendant SPN.

56. Defendant SPN is vicariously liable for the negligence of its servant, agent, employee, and/or ostensible agent, Defendant Singer, as detailed in Count I.

57. Defendant SPN is vicariously liable for the negligence of its servant, agent, employee, and/or ostensible agent, Defendant Ramirez-Barvosa, as detailed in Count II.

58. The injuries sustained by Plaintiff Richard Fuller were a direct and proximate result of the aforesaid negligence of Defendant SPN and were not caused or contributed to by any conduct on the part of Plaintiff Richard Fuller.

59. Because the negligent conduct of Defendants Singer and Ramirez-Barvosa was in the course and scope of their employment with Defendant SPN and they were either its servant, agent, employee, and/or ostensible agent, Defendant SPN is vicariously liable for the negligent conduct that injured Plaintiff Richard Fuller.

60. Paragraphs thirty-six (36) through forty (40) of the Plaintiffs' Complaint relating to injuries and damages suffered by Plaintiff Richard Fuller are incorporated herein by reference and made a part thereof as if set forth in full.

WHEREFORE, Plaintiffs Richard and Pamela Fuller respectfully request Your Honorable Court grant judgment in their favor and against the Defendants in an amount in excess of \$75,000.00.

COUNT IV- LOSS OF CONSORTIUM
PAMELA FULLER v. DOUGLAS SINGER, ALBERTO RAMIREZ-
BARVOSA, and SPN WELL SERVICES, INC.

61. Paragraphs one (1) through sixty (60) of this Complaint are incorporated herein by reference.

62. As a result of the aforementioned injuries sustained by her husband, Plaintiff Richard Fuller, Plaintiff Pamela Fuller has been, and may in the future be, deprived of the care, companionship, consortium, and society of her husband, all of which is to be to her great detriment, and claim is made therefor.

WHEREFORE, Plaintiff Pamela Fuller respectfully requests Your Honorable Court grant judgment in her favor and against the Defendants in an amount in excess of \$75,000.00.

COUNT V – NEGLIGENCE
AIM LEASING COMPANY and AIM INTEGRATED LOGISTICS, INC.
v. DOUGLAS SINGER, ALBERTO RAMIREZ-BARVOSA, and SPN
WELL SERVICES, INC.

63. Paragraphs one (1) through sixty-two (62) of this Complaint are incorporated herein by reference.

64. As a result of the negligence of Defendants Singer, Ramirez-Barvosa, and SPN as detailed herein in Counts I through III, Plaintiffs AIM Leasing and AIM Integrated have sustained, are sustaining, or in the future will sustain the following losses and damages:

- a. Property damage, loss of use, rental charges, and economic loss associated with the damage to the AIM Leasing tractor and trailer involved in the motor vehicle accident;
- b. Towing and storage charges for the AIM Leasing tractor and trailer involved in the motor vehicle accident; and
- c. Costs and expenses associated with environmental clean-up and repair to the roadway and guiderail at the scene of the motor vehicle accident.

WHEREFORE, Plaintiffs AIM Leasing Company and AIM Integrated Logistics, Inc. respectfully request Your Honorable Court grant judgment in their favor and against the Defendants in an amount in excess of \$75,000.00.

COUNT VI
RICHARD and PAMELA FULLER and AIM LEASING COMPANY and
AIM INTEGRATED LOGISTICS, INC. v. DOUGLAS SINGER,
ALBERTO RAMIREZ-BARVOSA, and SPN WELL SERVICES, INC.
PUNITIVE DAMAGES

65. Paragraphs one (1) through sixty-four (64) of this Complaint are incorporated herein by reference.

66. Defendant Singer, acting as the pilot car for an oversized vehicle that exceeded 14'-6", was required by Pennsylvania law to precede said oversized vehicle and to detect overhead obstructions using a height pole or other height-sensitizing device, which he failed to do.

67. Defendant Singer, in his position as pilot car, was required by Pennsylvania law to equip his vehicle with flashing or revolving amber lights and a yellow warning sign at least 5 feet wide by at least 1 foot high with the words "OVERSIZE LOAD" in black letters on both the front and rear of his vehicle, which he failed to do.

68. Defendant Ramirez-Barvosa has a Special Hauling Permit from the Pennsylvania Department of Transportation listing his vehicle as 14'-4". See Special Hauling Permit attached as **Exhibit A**.

69. It is believed, and therefore averred, that Defendant Ramirez-Barvosa operated a carrier that he knew, or should have known, measured a height of 14'-7".

70. It is believed, and therefore averred, that Defendant Ramirez-Barbosa intentionally told the Pennsylvania Department of Transportation his carrier was 14'-4" despite knowing the carrier's true height was 14'-7", in violation of 18 Pa.C.S. § 4904 – Unsworn falsification to authorities.

71. Defendant Ramirez-Barvosa attempted to pass under a bridge with a posted height of 14'-3", but was unable to do so.

72. It is believed, and therefore averred, that Defendant Ramirez-Barvosa attempted to pass under the bridge despite knowing he would be unable to clear it, requiring him to stop in front of the bridge's entrance and block traffic.

73. There are two signs announcing the bridge's height clearance to be 14'-3" approximately a quarter mile from the bridge and one sign stating the bridge's height clearance to be 14'-3" on the bridge itself.

74. There is no indication Defendant Ramirez-Barvosa had prior permission to exceed the posted size limit of the bridge.

75. As the owner of the oversized vehicle requiring a Special Hauling Permit, it was ultimately Defendant SPN's responsibility to apply for and receive said permit from the Pennsylvania Department of Transportation.

76. In applying for said Permit, Defendant SPN allowed its drill rig to be fraudulently listed as 14'-4".

77. With its drill rig fraudulently listed as 14'-4", Defendant SPN allowed its employee, Defendant Ramirez-Barvosa, to drive said rig on a route that contained a 14'-3" bridge he had no hope of clearing.

78. In allowing its drill rig to be fraudulently listed as 14'-4", Defendant SPN made it appear as if said drill rig did not require a pilot car because it was not an oversized vehicle, and allowed its employee, Defendant Singer, to ignore all requirements of a pilot car in Pennsylvania for an oversized vehicle exceeding 14'-6".

79. Defendant Singer knew, or should have known, that his negligent conduct and reckless disregard of Pennsylvania law involved a high degree of probability that a substantial harm would result to persons or vehicles on the highway, such as Plaintiff Richard Fuller.

80. Defendant Ramirez-Barvosa knew, or should have known, that by attempting to pass under a bridge with a 14'-3" height clearance in a 14'-7" carrier, there was a high degree of probability that substantial harm would to persons or vehicles on the highway, such as Plaintiff Richard Fuller.

81. Defendant SPN knew, or should have known, its negligent conduct and reckless disregard of Pennsylvania law involved a high degree of probability that a

substantial harm would result to persons or vehicles on the highway, such as Plaintiff Richard Fuller.

82. The actions, conduct, and negligence of Defendant Singer set forth above display a reckless indifference to the health, safety, rights, and interests of others.

83. The aforementioned accident, injuries, and damages to Plaintiff Richard Fuller are the direct and proximate result of the egregious behavior and outrageous conduct of Defendant Singer as set forth herein.

84. The actions, conduct and negligence of Defendant Ramirez-Barvosa set forth above display a reckless indifference to the health, safety, rights, and interests of others.

85. The aforementioned accident, injuries, and damages to Plaintiff Richard Fuller are the direct and proximate result of the egregious behavior and outrageous conduct of Defendant Ramirez-Barvosa as set forth herein.

86. The actions, conduct, and negligence of Defendant SPN set forth above display a reckless indifference to the health, safety, rights, and interests of others.

87. The aforementioned accident, injuries, and damages to Plaintiff Richard Fuller are the direct and proximate result of the egregious behavior and outrageous conduct of Defendant SPN as set forth herein.

WHEREFORE, Plaintiffs Richard and Pamela Fuller and AIM Leasing Company and AIM Integrated Logistics, Inc. respectfully request Your Honorable

Court grant judgment for punitive damages in their favor and against the Defendants in an amount in excess of \$75,000.00.

Respectfully submitted,

SCHMIDT KRAMER PC

By: s/ Scott B. Cooper
Scott B. Cooper, Esquire
I.D. No. 70242
209 State Street
Harrisburg, Pa 17101
(717) 232-6300
(717) 232-6467 F
scooper@schmidtkramer.com
Attorney for Plaintiffs
Richard and Pamela Fuller


Date: 09/05/2018

**PION, NERONE, GIRMAN, WINSLOW
& SMITH, P.C.**

By: /s/ John T. Pion
John T. Pion, Esquire
I.D. No. 43675
Bradley N. Sprout, Esquire
I.D. No. 203182
240 N. 3rd Street, 10th Floor
Harrisburg, PA 17101
P: (717) 737-5833
F: (717) 737-5553
Attorney for Plaintiffs
AIM Leasing Company and
AIM Integrated Logistics, Inc.

Date: 09/05/2018

Exhibit A

M-936P (2-09)  www.dot.state.pa.us	Application Id: A509330864 Permit No: 2017-289-01-28190 <div style="text-align: center;"> COMMONWEALTH OF PENNSYLVANIA Special Hauling Permit </div> <p style="font-size: small;">Subject to all the conditions, restrictions, and regulations prescribed by the Pennsylvania Department of Transportation (see in particular 67 PA Code, Chapter 179) and subject to the special conditions or restrictions set forth herein or attached hereto.</p>	Permit No: 2017-289-01-28190
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MOTOR CARRIER NAME AND ADDRESS

TEXAS CES INC
 3333 N I35
 GAINESVILLE TX 76241

PERMIT

Permit Office: 01 - 0 Date Issued: 10/16/2017 Time Issued: 02:52 PM	Phone: 814-678-7038 Permit Type: SINGLE TRIP Account Name: 31 STATE PERMITS
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MOVE INFORMATION

Move Begins: 10/17/2017	SPC Code: VZFQ	Total Fees: 707.48
Move Ends: 10/23/2017	Meet PSP Date: N/A	Total Miles: 289
Move #: N/A		
Meet PSP At: N/A		
NATL Park Service Approval #: N/A		

BOND PERMIT NUMBERS

Index #	County	State Route	Bond Permit Number
NONE			

POWER AND DRAWN UNITS

Unit #	Equipment Type	Registration/VIN	State	# of Axles
1	P-SPECIAL MOBILE EQUIPMENT	46P365	TX	5

SIZE INFORMATION (Zeros = not specified)

LENGTH	Ft.	In.	WIDTH	Ft.	In.	HEIGHT	Ft.	In.
TOTAL LENGTH:	00065	03	TOTAL WIDTH:	00010	00	TOTAL HEIGHT:	00014	04
Veh Only Length:	00000	00	Veh Only Width:	00000	00	Veh Only Height:	00000	00
			BODY WIDTH:	00000	00			

LOAD INFORMATION

Load Quantity: 00000 Load Serial ID:
 Load Type: 65A-Motor Vehicle (SME - no load) - General
 Load Description: DRILL RIG
 Guide Rail Dev #: N/A

M-936P (2-09)  www.dot.state.pa.us	Application Id: A509330864 Permit No: 2017-289-01-28190 <div style="text-align: center;"> COMMONWEALTH OF PENNSYLVANIA Special Hauling Permit </div> <p style="font-size: small;">Subject to all the conditions, restrictions, and regulations prescribed by the Pennsylvania Department of Transportation (see in particular 67 PA Code, Chapter 179) and subject to the special conditions or restrictions set forth herein or attached hereto.</p>	Permit No: 2017-289-01-28190
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WEIGHT INFORMATION
Gross Weight: 116000 lbs.

Legal Weight: 00000 lbs.

AXLES

Position	Total Weight (lbs.)	Distance from prev. axle	Vehicle only Weight (lbs.)	Position	Total Weight (lbs.)	Distance from prev. axle	Vehicle only Weight (lbs.)
1	20500	000 ft 00 in	00000	4	25000	004 ft 05 in	00000
2	20500	004 ft 02 in	00000	5	25000	004 ft 05 in	00000
3	25000	020 ft 02 in	00000				

ROUTE INFORMATION
Origin
County: MERCER

State: OH

State Route: 0080

Start 0 miles from intersection: OHIO STATE LINE

Destination
County: TIOGA


State: PA

State Route: 0006

End 0 miles from intersection: E MULLBERRY HILL RD

AUTHORIZED ROUTES
Outgoing Route - Loaded

Leg	Start County	Travelling on Route	Dir	SR Miles	To Intersection	Exit#
1	MERCER	SR0080	East	211.89	EXIT 212B-SR 0147(N) SR 0147 SH	
2	NORTHUMBERLAND	SR0147	North	0.07	SR0180 (W)	
3	NORTHUMBERLAND	SR0180	West	28.62	EXIT 29-SR 0015(N) SR 0015 SH	
4	LYCOMING	SR0015	North	46.24	SR 0006 WELLSBORO ST	
5	TIOGA	SR0006	West	0.33	E MULLBERRY HILL RD	

M-936P (2-09)	Application Id: A509330864	Permit No: 2017-289-01-28190
 www.dot.state.pa.us	<p align="center">COMMONWEALTH OF PENNSYLVANIA</p> <p align="center">Special Hauling Permit</p> <p>Subject to all the conditions, restrictions, and regulations prescribed by the Pennsylvania Department of Transportation (see in particular 67 PA Code, Chapter 179) and subject to the special conditions or restrictions set forth herein or attached hereto.</p>	

ROUTE RESTRICTIONS - OUTGOING

Restr Code	From/To Intersection Or Bridge Label Route Analysis Restriction
8411	NOTICE: IF TRAVELING ON OTHER THAN A LIMITED ACCESS HIGHWAY WITHIN WILLIAMSPORT CITY LIMITS, THEN CONTACT THE CITY POLICE, AT 570-327-7560, AT LEAST ONE HOUR IN ADVANCE.
8413	ATTENTION: WHEN TRAVELING THROUGH THE WILLIAMSPORT AREA IN LYCOMING COUNTY ON I-180, SR 220 AND US 15, THERE IS NO TIME RESTRICTION AS INDICATED ON THE PA URBANIZED AREA MAP.
SR: 0080	Br Label: ON I80 1.44 MI E FROM EXIT 35 SR 0308 SR 0308 SH Br Id: 60 0080 0360 0574
9900	NO OTHER TRUCK, COMBINATION OR SME ON SAME BRIDGE SPAN WHILE CROSSING STRUCTURE(S). PILOT CAR(S) REQUIRED WHILE CROSSING STRUCTURE(S) - SEE REGULATION 179.10(13). A CURRENT "CERTIFICATE OF INSURANCE" FOR EACH PILOT CAR SHALL BE OPEN TO INSPECTION.
SR: 0080	Br Label: ON I80 0.07 MI E FROM EXIT 78 SR 0036 COLONEL DRAKE HW Br Id: 33 0080 0784 0266
9902	STRADDLE LANE MARKING TO OCCUPY TWO LANES WHILE CROSSING STRUCTURE(S). PILOT CAR(S) REQUIRED WHILE CROSSING STRUCTURE(S) - SEE REGULATION 179.10(13). A CURRENT "CERTIFICATE OF INSURANCE" FOR EACH PILOT CAR SHALL BE OPEN TO INSPECTION.
SR: 0080	Br Label: ON I80 7.08 MI E FROM EXIT 161-SR 0099(N) MARINE SGT DJ Br Id: 14 0080 1670 0449
9900	NO OTHER TRUCK, COMBINATION OR SME ON SAME BRIDGE SPAN WHILE CROSSING STRUCTURE(S). PILOT CAR(S) REQUIRED WHILE CROSSING STRUCTURE(S) - SEE REGULATION 179.10(13). A CURRENT "CERTIFICATE OF INSURANCE" FOR EACH PILOT CAR SHALL BE OPEN TO INSPECTION.
SR: 0180	Br Label: OVER I180 3.01 MI W FROM EXIT 1 -RAMP TO SR 0180(W) SR 018 Br Id: 49 1006 0100 0000
9904	PERMITTED VEHICLE MUST TRAVEL IN RIGHT LANE.
SR: 0180	Br Label: OVER I180 3.01 MI W FROM EXIT 1 -RAMP TO SR 0180(W) SR 018 Br Id: 49 1006 0100 0000